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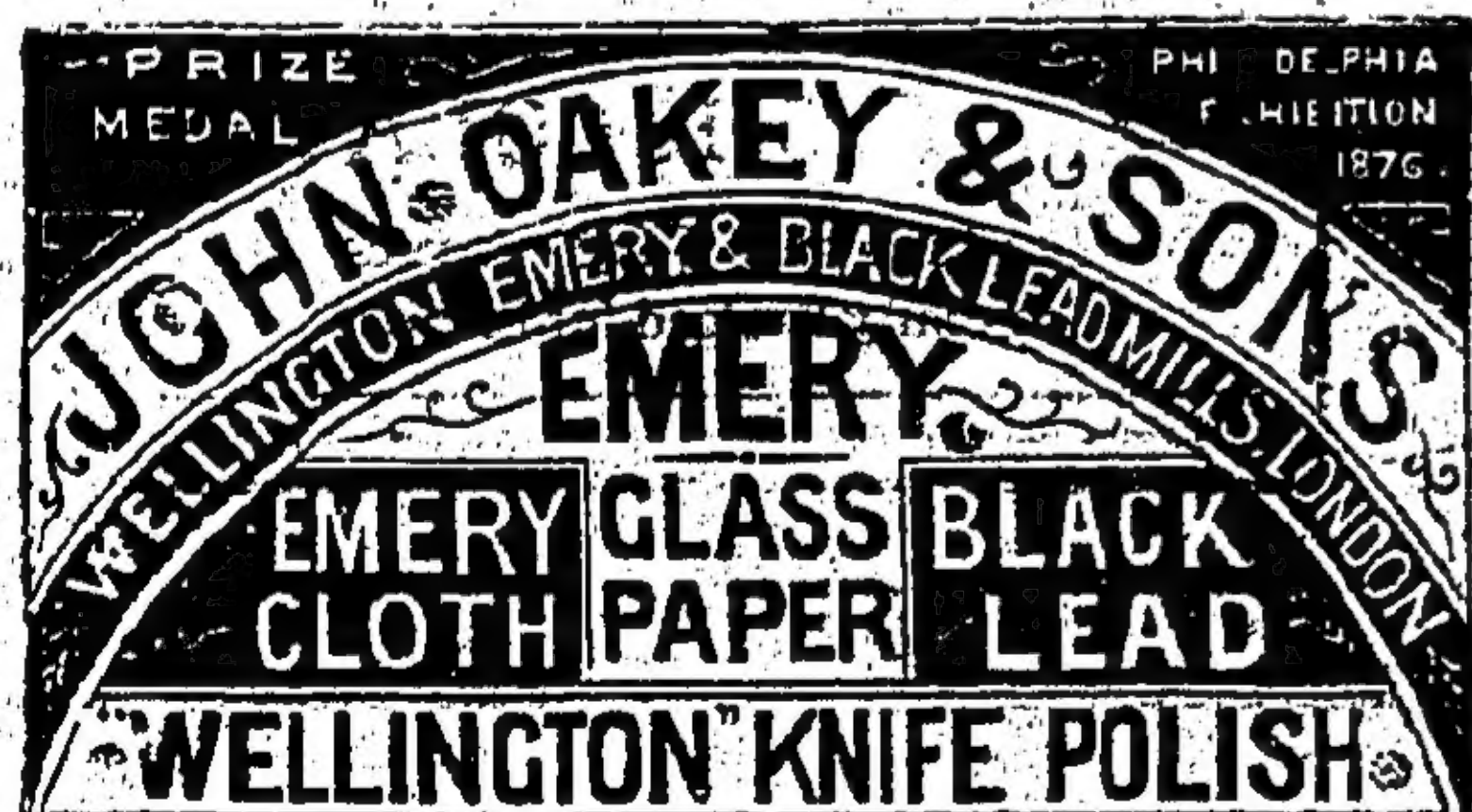
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NOTICE.

REDUCTION IN PRICE OF GAS.

THE HONGKONG and CHINA GAS
COMPANY, LTD., begs to inform
the public that on and from the 1st July
next the price of gas for all purposes
lighting, heating, cooking or power
WILL BE REDUCED TO \$2.00 per 1,000
cubic feet.All discounts will be withdrawn from
same date.By order of the Directors,
GEORGE CUKRY,
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Hongkong, May 31, 1914.

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BARNELL'S LOVE STORY.

A CHAPTER IN IRISH HISTORY.

Confessions of Mrs. O'Shea.

Charles Stewart Barnell. His Love Story

and Poetical Life. By Katharine

O'Shea. (Mrs. Charles Stewart Bar-

nell). Two vols. (Cassell, 21s. net).

On the platform for Eitham at Char-

tercross stood Mr. Barnell.

As our eyes met he turned and walked

by my side. He did not speak.

He helped me into the train and sat

down opposite me. . . . I leaned back

and closed my eyes, and could have

slept but that the little flames deep

down in Barnell's eyes kept flickering

before mine, though they were closed.

He took off his coat and tucked

it round me, but I would not open

my eyes to look at him. He crossed

over . . . and, leaning over me to

fold the coat more closely round my

knees, he whispered, "I love you, I

love you. Oh, my dear, how I love

you." And I slipped my hand into

his, and I knew I was not afraid.

This wonderful, which was to have con-

sequences so tragic for the lovers and so

fatal in the internal history of these

islands, took place at the close of a sum-

mer's day in 1880.

All was ripe for it. "It had to be,"

as Barnell said years after. Katharine

Wool had been Mrs. O'Shea for 13 years

and they had not been happy. Her hus-

band, the son of a Dublin solicitor, was

sent into a smart Cavalry regiment with

orders to do as the other men did and

send the bill home. The young couple

soon got through their money and appear

to have lived largely on their relations.

Early in the seventies they were growing

tired of each other, and later they agreed

that he should live in London and come

down to his wife and children at

Eitham for "week-ends." In 1880

Captain O'Shea was returned to Clare.

AN INTRODUCTION AND A PLAY.

The new member gave political dinners.

The hostess was piqued because Barnell

ignored her invitations. She declared

she would bring him. She sent in her

card to him at the House. He came

out

smiling, and his curiously burning eyes

looked into mine with a wonderful in-

tensity that threw into my brain the

sudden thought, "This man is wonder-

ful and different."

He dropped a rose from her belt.

"He picked it up and, touching it lightly

with his lips, placed it in his button-

hole." Events moved rapidly. On July

17 he is writing about "the powerful

seductions . . . trying to seduce me from

my duty towards my country." He came

to dinner, and afterwards at the play

he and I seemed to fall naturally into

our places in the dark corner of the box.

His eyes "seemed to sudden flames,"

and the lady "leaned a little towards

him, still with that odd feeling of his

having always been there." They met

frequently in the ladies' gallery. They

took long drives together into the coun-

tryside and discussed her husband's elec-

tioning prospects side by side in the

meadows. By September he is writing,

"I cannot keep myself away from you

any longer," and crowding from Ireland—

in the height of the terrible Land League

agitation—to see her for a few hours.

In the autumn he came to stay at Eitham,

on the husband's invitation. In October

he writes to her from Dublin as "my

own love." It was four weeks after

he had proclaimed the gospel of "bry-

coting" at Ennis.

The usual petty deceptions and subter-

fuges followed. Barnell, his widow

writes, "had the subtle love of truth

that dares to use it as the shield of

expediency." He dashed letters from

Dublin which were written from Lon-

don; he sent polite notes to his col-

league's wife begging her to hand the en-

closure—which was in the most affec-

tionate terms—to the "proper person."

I November he cannot say to her "Just

how very much you have changed my

life, what a small interest I take in what

is going on about me." He adds, by

way of postscript, that the telegrams

he would send her and her husband next

day were "by no means strictly ac-

curate."

A SCHEME AND A CHALLENGE.

He had his own theory of morals. He

held, we are told, that the marriage bond

does not bind where love ceases to exist.

And he acted up to his theory. Before

the year was out Mrs. O'Shea kept him

in hiding in a room off her own for a

fortnight. The servants were surprised

at how much more their mistress ate

when she dined in her sitting-room than

when she dined downstairs. The "chief"

devoted himself to the composition of

political speeches and to the perusal of

"Alice in Wonderland." It is thoroughly

characteristic of him that he used to read

it quite seriously and without smiling.

Indeed, his widow believes that he never

saw anything amusing in it. Humour

was not amongst his gifts. The confi-

dence between the lovers was now so

absolute that Barnell put two of his

secret papers into a basket and screwed

it on her arm. He destroyed them in

1883. It would be interesting even now

to know their contents. After this Mrs.

O'Shea becomes "My dearest wife" and

"My dearest wife," and early in 1881

he protests against a little quasi-wifely

jealousy upon her part. She was not

the only victim of this passion. In

January, 1881, Captain O'Shea was in-

formed enough to visit his wife's house

suddenly, and without the invitation

that had become customary for some

years. He found Mr. Barnell's por-

traints there, and sent it away. "My

dear Mrs. O'Shea," writes the aggrieved

gentleman, "Will you kindly ask Cap-

tain O'Shea, who he left my luggage?"

He was quite ready for the meeting to

which the Captain invited him, but he

first explained that as he wanted Mrs.

O'Shea to act as a go-between with Mr.

Gladstone's Government, he hoped that

there would be no objection to their meet-

ing after the due. There was no due, and

Captain O'Shea only pointed that

his wife should not have Mr. Barnell

to stop in her house. After this, she

declares, "Barnell and I were one, with-

out further scruple." In the early sum-

mer he joined her and her children at

Brighton. He cut off "his beard" with

a pair of scissors going down in the

train, and otherwise disguised himself.

He was now "always your husband."

In August he learns that the lady "had

good hopes." He was her "King" and

she his "Queen."

(To be Continued.)

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JAMES CRANE.

Hongkong, June 9, 1914.

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B. Family required in Kowloon by

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Clarendon and Nonsuch (Modern),

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Care of "China Mail" Office.

Hongkong, March 21, 1913.

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If not claimed within 14 days they will

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At Luncheon, Dinner or Supper, it is the ideal sauce for Roast Meats, Fish, Game, Cheese, Salad, etc.

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In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with Soda-water.



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GODOWN in ICE HOUSE STREET. Apply HONGKONG ICE COY., Ltd. Hongkong, May 21, 1914. 643

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A HACIENDA E. No. 74, Mount Kailash Road. Apply CHATER & M. DY. No. 5, Queen's Road Central. Hongkong, April 2, 1914. 415

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FOUR ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental. SHOP with Godown attached, NASSAU ROAD, Kowloon. Kowloon Marine Lot No. 48 with Wharf. FLATS in Nathan Road, Kowloon. Apply to HUMPHREY'S ESTATE & FINANCE CO., Ltd. Alexandra Buildings. Hongkong, May 19, 1914.

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FLATS "WILD DELL" No. 147, Wanchai Road, newly built, each flat 3 rooms, kitchen, bath-room and servants' quarters. Quiet Locality. Apply to SANG KEE, Comptroller Department, HONGKONG & SHANGHAI BANKING CORPORATION. Hongkong, May 8, 1914. 587

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He has a good method of teaching Europeans to pass in the Chinese examination, and a knowledge of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to Mr. Li Hon Fan at his office in 1st, Hollywood Road, 1st floor.

Don't forget after the above, to write to Mr. Li Hon Fan, 1st, Hollywood Road, 1st floor.

ALEXANDER CLAY, Chinese Teacher.

THE AMATEUR GOLF CHAMPIONSHIP.

(Continued from page 4)

not avail itself, for the ball shot straight up into the air, and Mr. Brotherton, seeing that the Chicago player was on the green with his second, caught it in his hand before it fell, thus giving up the hole, when, perhaps, there was still a hundred to one chance of getting a half—not even such chances as this being usually given away in championships.

On the next green, however, Mr. Evans himself gave his opponent quite a miss, who put. In the early part of this encounter Mr. Evans was not quite at his ease on the green, and at the sixth hole he missed a very little putt of not an inch more than two feet, and, as it seemed to me, much less, though Mr. Evans stuck out for his two feet.

Defeat of Mr. Quimet.

SANDWICH, May 20.

Such an exciting and fateful day as this has rarely been known in any championship week. A day that has for beginning the overthrow of the American open champion by a young British player, who, for all his excellent merits, was not looked upon as being in the first-class, and ends with the defeat of Mr. John Ball at the nineteenth hole with innumerable matters in keeping with such sensations in between, makes for an extraordinary. It has left the 2,000 people who have been watching what has happened on another worn and sun-baked day a little limp.

If this championship meeting has been slow in developing, and is still a very imperfectly well worth seeing and thinking about. Mr. Quimet was beaten by 2 holes by Mr. H. S. B. Tubbs, of Littlestone, a tall young player with an easy, clean, and almost graceful style, but who is a man who has so far done nothing in championship golf. This must seem an inglorious failure for America after the jubilation at Mr. Quimet's defeat of Ray and Vardon in the championship at Brookline last September. But Mr. Quimet is to be sympathized with in the position in which he has been placed, for he has been fully aware for some time past that his relative capacity after his spasmodic conquest was rated too highly, and too much was expected of him.

DOWN TO THE AMERICANS.

He has taken this defeat in a sensible and sporting way, and when the suggestion was made to him after the match that he had been unfortunate, he replied it, and bravely declared that the best man he was. But it is a shocking blow to the Americans, all the same, and to be fair and honest, American golf, as I know it, is far better than this championship has made it out to be.

Both Mr. Travers and Mr. Quimet might indeed have given very much more. The latter, however, did not lose through a surprising and unusual lack of nerve as a competitor. He simply failed to produce his best game, had a little bad luck with his putts at critical times, and generally suffered, as all the Americans have done, from lack of form. Mr. Tubbs, on the other hand, was a very steady golfer, particularly of such a will control and check the ball. One of two American survivors, Mr. Harold Weber, realized this deficiency at the beginning of the championship, and has been training himself with desperate anxiety to produce the stroke that is wanted, and has almost succeeded now. To this fact he attributes his success.

In Mr. Quimet's match there were three halves to begin with, and then the young American made a mess of the fourth hole, and lost it, and became 2 down at the "Midden," where he missed a putt for the half. He got one of these losses back at the 11th, but the eighth, and the 10th, 11th, being out in an approximate 41 to Mr. Tubbs's 40.

He had been feeling "uncomfortable" in the grip of his club, and his long play lacked a certain confidence. When he lost the tenth and became 2 down, the realization of his position began to take hold of him, and much of the early buoyancy of his manner departed. In the early stages of the contest we had heard him, in his lightness of spirit, making use of such a quaint Americanism when hesitating as to what iron club to use, as "I think I will give it a ride on this."

But now he was silent; his features were set coldly. But certainly his nerve did not forsake him, and during the highly trying period that followed he held himself in hand splendidly. There was a bit at the 11th, and then, in the 12th, he was playing very steady golf, gained a fortunate 3 at the dog-legged twelfth, and was 3 up.

Mr. Quimet made two splendid wooden club shots to the thirteenth, and scored thereby, but he was three down again at the "Suez Canal" hole that followed. Then a really desperate concluding period was entered upon. Going to the long fifteenth hole, Mr. Tubbs was bunkered in front of the green, but the "American," with a fine long iron shot, following upon an excellent drive, reached the ground beyond the bunker, which is to the right of the plateau on which the green is set. His run up was very short, although he took enormous pains with it, the bank of the plateau having been a difficult factor to calculate.

Meanwhile, Mr. Tubbs had made a brilliant recovery from the bunker to within six yards of the hole. Mr. Quimet had to run in his very long putt to prevent the enemy heaving down on him, and he

lost it.

Mr. Quimet's defeat was a very much more than a personal one. It was a blow to the American championship, and a blow to the American golfers.

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Every muscle in the body needs a supply of rich, red blood in proportion to the work it does.

The muscles of the back are under heavy strain and have but little rest. When the blood is thin they lack nourishment, and backache is the result. The muscles of the back are under heavy strain and have but little rest. When the blood is thin they lack nourishment, and backache is the result.

The best medical authorities agree that backache seldom or never means kidney trouble. Real organic kidney disease may have progressed to a critical point without developing a pain in the back. Doctors detect its presence by the excretions of the kidneys themselves.

Pain in the back should always be the sufferer to look to the condition of the blood. It will be found in most cases that the use of Dr. Williams' Pink Pills to build up the blood will stop the "grumbling" of the ill-nourished muscles of the back. How much easier it is to try Dr. Williams' Pink Pills for the blood than to give way to unreasonable alarm about your kidneys. If you suspect your kidneys a doctor can make tests in ten minutes that will set your fears at rest or tell you the worst.

All doctors tell Dr. Williams' Pink Pills are good for the blood. Dr. Williams' Pink Pills, Co. 84 N. 4th Street, New York, N.Y. One bottle for \$1.50 six for \$8. Post free. A free book, "Diseases of the Blood," will be sent on request.

From this point he showed a certain slackness. At the short sixteenth, where both reached the green with their tee shots, he ran to a yard from the hole from a position about twenty feet to the left of it and then, when he had only to hole out to get his half, and the best of the match was perfectly plain and clear—he played it nervously, and was wide of his mark.

At the seventeenth his play to the green was rather weak, and he left himself too much to do with his last putt. Mr. Quimet was winning again, and being by no means a certain loser. But at the home hole the American's long approach was a shade too strong, and his ball trickled to the touch at the back of the green; from there he failed to lay it dead. He missed his putt, and Mr. Tubbs, at last getting his, a nicely won the hole and the match.

When American hopes and ambitions were in and need a stimulus they were revived by Mr. Fred H. Freshford, the New York golfer, who three years ago took Mr. Hilton to the thirty-seventh hole in the final for the Amateur Championship of the United States at Apawamis. During the last few days he has been suffering from a sprained ankle, but he had recovered from this trouble by this morning and was in good fettle when he stepped up against Mr. J. R. Platt, one of the Westward Ho! party.

They were only three couples behind the Quimet match, and from time to time little clouds of news came back about the fortunes of the Brookline boy. Mr. Platt, who played sound golf, and the putting on both sides was remarkably good. Mr. Platt having a considerable reputation for his holding capabilities, which he very well sustained in this engagement. On the third green Mr. Freshford seemed to have laid him a hopeless snare, but at a distance of some 30 ft he grazed past the American's ball and secured a desperate half in 3. It was at the next that Mr. Freshford got the lead for the first time, and after various exchanges the match was square at the turn, both men being 27 to this putt. The game was still even at the twelfth, but then the American won four holes in succession, and that finished it.

Quimet's Defeat.

AMERICAN COMMENT.

New York, May 20. The news of Mr. Francis Quimet's defeat was received here to-day with profound disappointment, as everybody expected great things from the Amateur Champion. The hopes that the British Amateur Cup would cross the Atlantic are now fast fading. The New York Evening Post comments as follows:

"Quimet, beaten by a second-class player, he himself playing third-class golf! Such is the fate reserved for the world-famous conqueror of Ray and Vardon. Yet no more from the British Amateur Championship is in the offing after Mr. Travers's defeat on Monday, when his score was no better than 500 golfers in the United States are capable of making. One safe inference from it all is that golf is not an exact science. Here, at any rate, is one spot at which scientific management cannot be applied, and in that fact lies about the only remaining hope that one of the surviving American players may yet win the British championship. The malign chances of the game having overcome our best, it may be that one who was thought to have no possibility of winning may have the prize handed to him by capricious fortune."

THE MOON AND EARTH-QUAKES.

The disastrous earthquake in Sicily supplies another link in the chain of evidence in support of the theory that the earthquake zone of our planet is continuous when the moon is new or full in perigee, i.e., nearest the earth. The earthquake happened about 10 p.m. local time (9 p.m. Greenwich time), and the moon made its nearest approach to the earth about an hour earlier (at 1.40 Greenwich time), in addition to which the moon was in the few hours of its full phase. The moon exerts a strong pulling force on the earth, which is at a maximum when in perigee, and at its new or full phase the pull of the sun is added to that of the moon, the forces then acting in the same straight line, and leading to the notable equilibrium of the earth's interior in the well-defined earthquake belt. Almost the same conditions existed last January, when a big earthquake took place in Japan, as also at the time of nearly all the terrible earthquakes of recent years, notably those in San Francisco, Japan, Mexico, Costa Rica, and Central Asia.

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Bamble	river gunboat	710	2	200	Lt.-Comdr. V. R. Brandon	Yangtze
Britomart	river gunboat	710	2	200	Lt.-Comdr. Q. D. Preston-Thomas	Hongkong
Cadmus	aloop	1070	4	1400	Capt. M. F. Flannery	Yangtze
Calmes	torpedo boat destroyer	560	4	7300	Lt.-Comdr. H. T. England	Wailhai
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Colne	torpedo boat destroyer	550	4	7500	Comdr. Seymour	Wailhai
Fame	torpedo boat destroyer	560	4	5700	Lt.-Comdr. W. H. Mackman	Hongkong
Hampshire	torpedo boat destroyer	10,850	10	20,500	Capt. H. W. Grant	Wailhai
Jai	torpedo boat destroyer	55	4	7500	Lt.-Comdr. G. F. A. Mulock	Wailhai
Kanout	torpedo boat destroyer	550	4	7500	Lt.-Comdr. F. A. H. Russell	Wailhai
Kinsha	river gunboat	618	4	1200	Lt.-Comdr. H. De Marryat	Yangtze
Meilin	aloop	1040	—	—	Lt.-Comdr. Gibson	Lahou
Minotaur	receiving ship	14,600	—	27,000	Capt. E. B. Kiddle	Wailhai
Moorhen	river gunboat	180	2	500	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4300	13	32,000	Capt. Frederick A. Powlett	Wailhai
Nightingale	river gunboat	85	2	240	Lt.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. R. W. Wilkinson	Wailhai
Rosario	dapoi ship, submarine	930	—	1400	Lt.-Comdr. F. A. N. Cronie	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. Hutton	Hongkong
Scipio	river gunboat	85	2	240	Lt.-Comdr. M. T. B. Maxwell Scott	Yangtze
Tamar	receiving ship	1650	—	—	Commodore R. H. Anstruther, O.M.	Hongkong
Teal	river gunboat	180	2	500	Lt.-Comdr. S. F. D. Russell	Upper Yangtze
Thistle	river gunboat	710	2	200	Lt.-Com. G. F. L. L. Pau	Hongkong
Triumph	battleship	11,985	18	12,500	Act. Comdr. A. S. Suemann	Hongkong
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Wailhai
Welland	torpedo boat destroyer	590	—	7500	Lt.-Comdr. C. A. Poignand	Hongkong
Widgeon	river gunboat	180	2	500	Lt.-Com. A. J. Landon	Upper Yangtze
Woodcock	river gunboat	180	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	180	2	500	Lt.-Comdr. Lloyd	Yangtze
Yamouth	light cruiser	6250	—	22,000	Capt. H. L. Cochrane	Wailhai
C.38	submarine	—	—	—	Lt.-Com. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lt.-Com. J. G. Gaisne	Hongkong
C.28	submarine	—	—	—	Lt.-Com. R. K. O. Pope	Hongkong
C.35	torpedo boat	—	—	—	Lt.-Com. Handley	West River
C.36	torpedo boat	—	—	—	Lt.-Com. Barton	Hongkong
C.37	torpedo boat	—	—	—	Lt.-Com. Wyndham-Quinn	West River
C.38	torpedo boat	—	—	—	Lt.-Com. B. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jerran, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Gun.	H.P.	Captain.	Last report at.
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	25	8000	Capt. Makovic	Chingwangtao
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Japan
Montcalm	French flagship	9800	—	—	Capt. de Vaissan	W. Coast of America
Decidie	French gunboat	445	10	1700	Lt.-Com. Vanier	Shanghai
Argus	French river gunboat	180	8	570	Lt.-Com. Demadille	Canton
Vigilante	French gunboat	133	7	500	Lt.-Com. Lecadet	Canton
Feiho	French gunboat	130	—	—	Lt.-Com. Collin	Tongshu
Dordard de Lagree	French gunboat	—	—	—	Lt.-Com. Dupuy Dattame	Takow King
Lynx	French sub-marine	—	—	—	Lt.-Com. Bolau	Saigon
Protee	French sub-marine	—	—	—	Lt.-Com. Bolau	Saigon
Seyx	French armoured gunboat	1798	10	1700	Lt.-Com. Guillaume-Louis	Saigon
Froude	French destroyer	350	7	318	Lt.-Com. Aurille	Saigon
Ferville	French destroyer	—	—	—	Capt. de Fréville Roussier	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	300	Comdr. de Marquessar	Saigon
Manche	French surveying ship	1625	10	2000	Comdr. Voisin	Saigon
London	German cruiser	3800	22	15,500	Capt. v. Mueller	Tsingtau
Guttenberg	German armoured cruiser	11,500	38	26,000	Capt. Brunsinghaus	Tsingtau
Olga	German gunboat	900	12	1200	Comdr. Seelacke	Shanghai
Jaguar	German gunboat	900	12	1200	Comdr. Loring	Hankow
Leipzig	German gunboat	3350	24	11,000	Capt. Haun	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Thierichsen	Shanghai
Nimburg	German cruiser	3400	22	13,200	Capt. Schöningh	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lützow, Füle	Yangtze River
Scharnhorst	German flagship	11,800	36	26,000	Capt. von Scholtz	Tsingtau
S. 90	German torpedo boat	400	8	650	Capt. Lieut. Senzner	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tsingtau
Yngland	German river gunboat	223	4	1300	Capt. von Möller	Canton
Yngland	German river gunboat	223	4	1300	Offiz. v. S. Drösch	Tsingtau
Marco Polo	Italian cruiser	2145	—	—	Comdr. B. de Grava	Shanghai
S. Coloto	Italian cruiser	—	—	—	Comdr. Focchini	—
Adamastor	Portuguese cruiser	1757	—	—	Capt. Leitao	returned to Lisbon
Macao	Portuguese gunboat	—	—	—	Capt. Correo	Macao
Patria	Portuguese gunboat	700	—	—	Capt. Correo	Macao

UNITED STATES VESSELS ON ASIATIC STATION.

A-3	U. S. submarine				Ensign G. Bradford	Cavite
A-4	"				Ensign J. E. Mann	Cavite
A-6	"				Ensign J. L. Rheldaffer	Cavite
A-7	"				Ensign R. F. Wood	Cavite
B-2	"				Lieut. S. M. La Bounty	Cavite
B-3	"				Ensign C. O. Wright	Cavite
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. R. A. Sprague	Cavite
Berry	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. C. S. Haller	Cavite
Challao	U. S. gunboat	243	8	250	Lieut. W. L. Book	Quaoar
Chamorro	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. J. C. Jennings	Cavite
Cincinnati	U. S. protected cruiser	3123	11	10,000	Comdr. J. V. Chase	Cruising
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. V. K. Guman	Cavite
Deceatur	U. S. torpedo-boat-destroyer	420	7	8000	Lieut. K. Durr	Cavite
Elcano	U. S. gunboat	620	4	600	Lieut. Comdr. S. Gannon	Yapague
Galveston	U. S. protected cruiser	5420	10	7500	Comdr. R. H. Leigh	Cruising
Hadena	U. S. gunboat	1262	9	1262	Comdr. W. C. Cole	Yapague
Madison	U. S. station ship	1800	6	1100	Ensign J. E. Mann	Cavite
McDonald	U. S. receiving ship	2090	6	3000	Lieut. E. E. Haddock	Philippines
Memphis	U. S. monitor	4064	4	5227	do.	Philippines
Pampanga	U. S. gunboat	243	8	—	Lieut. H. H. Fergus	South Philippine
Panagua	U. S. seagoing tug	554	9	1600	Ensign H. W. Koehler	Quaoar
Quinos	U. S. gunboat	360	5	306	Lieut. H. E. Shoemaker	Yapague
Rainbow	U. S. transport	4280	15	1300	Lieut. N. E. O's	Cavite
Ranger	U. S. gunboat	243	7	250	Lieut. C. McCauley	Shanghai
Seaboard	U. S. armed cruiser	5115	14	17,401	Comdr. J. H. Dayton	Shanghai
St. Francis	Fleet Admiral in Chief, Rear Admiral	—	—	—	C. O. Wright	—
Thalaba	U. S. gunboat	243	9	870	Lieut. J. M. Hoole	Yapague
Thetis	U. S. gunboat	1262	9	6824	Comdr. J. Haddock	Philippines

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

GREECE AND TURKEY.
CRITICAL STATE OF AFFAIRS.

LONDON, June 16.
Many regard the sea as the crux of the Turco-Greek position. Turkey's Dardanelles are now being completed at Elswick, England. An outbreak of war, however, will put an embargo on them.

The Potent Power.

It is noteworthy that the lack of funds in both countries is likely to act as a pacific factor.

Turkish Press Calm.

A telegram from Constantinople states that the Turkish Press takes a calm view of the situation. The "Tanin" says that if Greece intends to make a move, Turkey will remain unmoved.

Serbian Attitude.

A telegram from Belgrade states that the cabinet is discussing the Turco-Greek position in view of the Greco-Serbian Agreement, which compels Serbia to assist Greece in the event of war. It is hoped here, however, that the Powers will mediate with a view to the preservation of peace.

Fighting in Phocia.

A telegram from Constantinople states that official circles are pessimistic with regard to the Turco-Greek situation. There has been fighting at Menemen, Phocia, and 40 of the inhabitants of that town are reported to have been killed while defending it.

Greece Mobilising.

A telegram from Malta states that the Greek Government has ordered all Greek seamen at that port to be in readiness for instant departure.

HOME CRICKET.

LONDON, June 16.
Sussex defeated Northamptonshire at Northampton by 24 runs.

A RUSSIAN LOAN.

LONDON, June 16.
The underwriters have been added with 75 per cent. of the Russian Loan.

OBITUARY.

LONDON, June 16.
The death is announced of Admiral Duralford.

[Admiral Sir John Durnford, who was born in 1849, entered the navy, 1862; Capt. 1883; served Barmah War, 1885-89; commanded Naval Brigade, Upper Burma, 1887; Junior Naval Lord, 1901-4; Commander-in-Chief, Cape of Good Hope, 1904-7; Admiral, Port, R.N. College, Greenwich, 1908-11.—Ed.]

The deaths are also announced of Ex-Bishop Tucker of Uganda, and of the well-known ex-ricochet and barrister Mr. A. G. Steel.

THE UNINVITED VISITOR TO
BUCKINGHAM PALACE.

LONDON, June 16.
Fike, the engineer's fitter, who gained an entrance to Buckingham Palace early this month, has been bound over by the Bow Street magistrate, His Majesty the King, having expressed a desire that prisoner should be leniently dealt with.

IRELAND'S ARMY PROCLAMATION
TORY VALID.

LONDON, June 16.
In the King's Bench at Dublin, on appeal, two Judges out of three have decided that the Army Proclamation issued recently in Ireland, is valid.

DESTRUCTIVE SUFFRAGETTES.

LONDON, June 16.
A suffragette plot to blow up the London waterworks reservoir at Woolwich was discovered yesterday evening, and the works were strongly guarded by police all night.

SHIPPING AMALGAMATION
REPORT DENIED.

LONDON, June 16.
The report of a proposed amalgamation of the shipping companies, which was widely reported, has been denied.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOME RULE QUESTION.
DISCUSSION IN THE LORDS.

LONDON, June 16.
In the House of Lords, Lord Crewe informed Lord Lansdowne that it is proposed to take the second reading of the Home Rule Bill on June 30. The Amending Bill would be introduced next week, to give the Opposition ample time to consider its position. It had been hoped that the Amending Bill would be the result of the conversations between the Parties, and that hope was still entertained.

Lord Lansdowne affirmed that the time allowed for discussing the Amending Bill was altogether inadequate, as this was "The only measure that mattered" (cheers). He emphasised the fact that events have been moving with alarming haste in Ireland, but the Government had done nothing to mitigate the strain, or towards holding conversations. He declared that the Opposition would not proceed with the discussion of the Home Rule Bill if it were only given a chance of seeing the amending measure a few days before the main discussion.

Lord Crewe replied that perhaps an agreement could only be reached by public discussion, rather than by conversations. He understood that Lord Lansdowne preferred public discussion, but if an agreement was reached it mattered little by what road it was approached.

Vote of Censure.

Lord Lansdowne gave notice to move a motion to-morrow censuring the Government for its delay in producing the Amending Bill.

EAGER TO BE A
MARTYR.

LONDON, June 16.
Miss Sylvia Pankhurst has undertaken a hunger and thirst strike in or out of prison until Mr. Asquith receives a deputation of Suffragettes.

PLURAL VOTING BILL.

PASSES THE COMMONS.
LONDON, June 16.
The Plural Voting Bill was read a third time in the House of Commons, 320 votes being given for, 242 against. It was thereupon introduced a second time under the Parliament Act.

THE ALBANIA CRISIS.

Dutch Commander Killed.

LONDON, June 15.
A telegram from Rome states that the Italian Minister at Durazzo telegraphed that the insurgents in the morning attacked the town from three places. Colonel Thomson, the Dutch Commander of the Gendarmerie, has been killed.

Bluejackets are defending the Legations and the Royal Palace. At the outset it seemed that the town would be captured, but the defenders rallied, and now hope to resist the attacks.

Artillery and Rifle Fighting.

A telegram from Durazzo states that there was continuous heavy artillery and rifle firing. The Prince leading the defenders at Durazzo, they repulsed the insurgents after three hours fighting.

8½ Hours Fighting.

A later telegram from the Albanian capital, sent yesterday afternoon, states that the fighting, after 8½ hours, continues.

Major Thomson was killed while proceeding to the outposts.

Italy and the Recent Arrests.
A telegram from Rome states that it appears that Italy had demanded the Albanian Cabinet to exact an apology from Major Thomson or to dismiss him in connection with the arrests of Professor Marichio and Chiala.

ROWEL COMPLAINT IN CHILDREN.

DURING the summer months, when children are out of doors, it is not unusual to find them suffering from rowel complaint.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

DESTRUCTIVE THUNDERSTORM IN PARIS.
SEVEN PERSONS DEAD.

LONDON, June 16.
A fierce thunderstorm has occurred in Paris, which flooded the streets. Roadways collapsed in three places and a taxicab passenger was engulfed. There are at least seven people dead, and it is feared that there are other victims. Numerous buildings were struck by lightning and there was enormous damage.

More Killed and Injured.

A taxicab was extricated in one of the streets in Paris. The chauffeur and his passenger, a lady, are dead, having been struck by lightning. Two workmen were killed and eight injured while engaged on a building at Choisy le Roi.

LATER.

Disastrous Landslide.

The worst landslide occurred at the Place Philippe Du Roule, where there is a hole, the surface of which measures 150 square metres and the depth of which is constantly increasing.

The number of persons engulfed is unknown. The quarter is isolated owing to the cutting off of electricity and gas and to water pouring from broken conduits.

PANAMA CANAL TOLLS.

REFEEL BILL SIGNED.

LONDON, June 16.
A telegram from Washington states that President Wilson has signed the Bill repealing the Panama Canal Tolls Exemption Act.

RUSSIA AND ROUMANIA.

LONDON, June 15.
The Tsar successively received the Roumanian Premier and Foreign Minister on the Imperial yacht, and conferred high honours on them. His Majesty afterwards reviewed 20,000 troops, headed by the Crown Prince of Roumania.

In the evening there was a great banquet at the Palace, after which the Tsar and the Imperial family sailed. M. Sazonoff, however, will remain for three days, conferring with the Roumanian Ministers.

(Wah Tei Yat Po's Service.)

URGA'S INDEPENDENCE.

PEKING, June 16.
All the Mongolian Princes met in the President's residence yesterday and decided that the late Emperor Sunting and the President should each send an Envoy to Urga in order to endeavour to persuade the Hutuktu to cancel the declaration of independence, and to ask the members of the royal family to return to Peking.

YANGTSE AND INDIAN OPIUM.

PEKING, June 16.
The British Minister has agreed to prohibit the export of Indian opium to Yangtse ports from today.

DR. SUN NEAR YUNNAN.

PEKING, June 16.
From a secret service agent a report has reached Peking to the effect that Dr. Sun Yat Sen is at the present time living in Annam, close to the Yunnan boundary.

CANTON NOTE REDEMPTION.

PEKING, June 16.
The European adviser of the Imperial Bank declares that the redemption of the Canton notes at 50 per cent. discount would cause serious results.

CONSUL IN URGU.

The Consul in Urgu, who has been in the city for some time, has been reported to be in good health.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE 'EMPERESS'
COLLISION.

LONDON, June 16.
A Canadian who was rescued from the "Empress of Ireland" in describing the disaster, states that not a single salvationist was found with a lifebelt, all having given their lifebelts to others.

BAGDAD RAILWAY
SCHEMES.

ANGLO-GERMAN AGREEMENT.

LONDON, June 16.
A telegram from Berlin states that an Anglo-German Agreement regarding the Bagdad Railway scheme has been initiated in London by Sir Edward Grey and Prince Lichnowski. A complete understanding has been reached on all the questions.

THE ROUTE TO THE
EAST.

The decision, subject to the shareholders' formal consent, to amalgamate the Peninsular and Oriental Steamship Company and the British India Steam Navigation Company, thus bringing under identical control about one million tons of shipping, is in line with the tendency of the times. The current movement in trade is towards powerful combinations. Their creation contributes to concentration of effort, to economy in administration, and, in some instances, to increased efficiency. Great shipping corporations in particular are better able to hold their own in the fiercer competition with rivals under other flags which is now so apparent, than individual companies with limited resources. In the present instance there may be other reasons, not yet revealed, for the proposed combination. In any event, the fusion of these two concerns is a matter of more than passing interest. Both have histories of which they may be proud. The Peninsular and Oriental Company rendered notable service in the development of communications between the Western and Eastern Empires in the last days of the East India Company. It opened up modern India to the Occident. It requires some effort to be convinced that it was as recently as December, 1840, that a charter was granted to the directors of this line, on the express condition that steam communication with India should be established within a period of two years. Until this momentous decision was reached mails were sent in stages, with inevitable delays—first to Gibraltar by vessels of the Peninsular Company, as it was styled, then by Admiralty packet to Malta, where they were transferred to another Government vessel for conveyance to Alexandria; and after crossing Egypt they were at last placed on board one of the ships of the East India Company. The arrangement was easily and inefficient. Once a charter had been secured, the directors showed splendid enterprise, and as new services were established, not only were notable economies in public money effected, but the prosperity of the adventure—for such they were, indeed—was promoted. Thought the opening of the Suez Canal caused an interruption in the company's career of success, largely because the Post Office, with characteristic want of enterprise, opposed the use of the new waterway for its letters, it suffered only temporary eclipse, and in the intervening years prosperity has smiled on it unintermittently. The British India Company has a record hardly less noticeable. It also saved large sums to the community by its wide-awake commercial methods. It was a business man's conception, and did irrefragable service by its coast steamers in depotting trade activity along the littoral of the Eastern dependency, and afterwards in promoting commerce throughout the Orient. To-day it stands a conqueror of lines of efficient steamers sailing at over four-score ports, and it is no exaggeration to assert that it is one of the essential factors of the Empire.

By the amalgamation of these two steamship lines, with their vast capital and gigantic carrying trade, we have the mind of the slender thread which connects the King's dominions of the East and the West. These Companies' fleets, and hundreds of others, are the spokes of Imperial commerce, moving to and fro in the Mediterranean, the Indian, and the Pacific Oceans, carrying the lifeblood of the world's trade. The amalgamation of these two lines, which will result in a fleet of over 100,000 tons, will be a great step towards the achievement of a more stupendous fleet in the North Sea, than we ourselves possessed in our day of greatest pride and isolation in the preceding ages. Simultaneously Italy and Austria-Hungary are devoting vast sums to the expansion of their naval forces. In the course of the next nine or ten months these two nations will begin no less than six battleships—vessels as large, as powerful, and with as good a promise of endurance as any we shall possess. Behind these new creations of war will be the armoured ships of the programmes now in hand. We are confronted with a great naval movement in the southern waters of Europe. The Government is pledged to the maintenance of a squadron in the Mediterranean of at least equal strength to one of these two Powers, and it has urged his Dominions to assist in policing this artery of the Empire. We have to consider that not only do the Admiralty's plans give no warrant that the undertaking will be carried into effect, but there is no indication that our life and kin of the great self-governing communities overseas realise the necessity for action. On the one hand, the House of Commons has received an intimation from the Chancellor of the Exchequer that next year he looks for a reduction of naval expenditure; on the other, the Dominions at the Antipodes are busy in the creation of small naval forces of no strategic importance. We may admire the spirit of self-reliance which they are exhibiting and the sacrifices they are making; but do they appreciate—or do we, for that matter, appreciate—what it will mean in time of war we cannot keep open the Mediterranean? We wonder if the Indian authorities or the Government of Egypt have yet come to a realisation of the danger which is ahead in a night. Events in these southern waters are moving rapidly; there is only too strong evidence that the people of the British Empire and the Government of India are not keeping pace with them. The safety of this sea route is not a matter about which the average elector professes much concern, and therefore politicians may feel that they can safely evade it. But unless action is taken, and that action is taken as soon as possible, it will become a matter which the pressure of war will overshadow every other issue. We are at present with a problem that affects our Imperial and commercial interests, and the safety of our Empire, and the comfort of our people, and the safety of our trade, and the safety of our life.

SPORTING.

WATER POLO.

The following will represent the V.R.C. "A" against the R.G.A. in the Water Polo Shield Competition on Wednesday 17th, at 5.45 p.m.
A. V. Barnes (Capt.), G. F. Cooke, R. A. Carralho, A. S. Ellis, J. C. Finch, J. Forbes, and J. M. Ross Purvis.
Reserve: C. A. C. R. Briggs.
The Public are cordially invited.

Lawn Tennis.

Messrs Townsend and Elmore who recently defeated Green and Hancock for Interport honours had to accept defeat after a hard match in the opening round of the Shanghai Double Championships on the 10th June. Their opponents were Messrs Ollendore and Pott, who took the sets 4-6, 6-0, 7-5, 4-6, 6-2.

The Olympic Tennis Club, at their Courts on Saturday, defeated the Chinese Recreation Club by 70 runs to 29.

DIET AND BEAUTY.

Problem Of Vegetarian Course Of Living.

What kind of diet is most favourable to good looks? It has been suggested recently that a vegetable and vegetarian diet are closely allied. That idea, of course, is not new. It has been put forward by non-flesh eaters ever since the days when the complexion of Daniel and his fellow captives "appeared fairer and fatter in flesh" than those of the people who ate the most provided by King Nebuchadnezzar—food which the sons of Judah refused to touch.

But is doubtful whether an unadorned vegetable diet would produce a perfect complexion. On this point a doctor writes some interesting remarks. "Men and women who are vegetarians," he said, "usually have a splendidly clear skin, but there are no few lifelong vegetarians that one cannot say how the diet would affect the looks of a person who had been fed from childhood in this way. It is doubtful, for instance, whether great physical strength would result from a purely vegetarian diet in early youth."

"As for the beneficial result of a non-flesh diet on the complexion, there is more evidence contained in most of the vegetable proteins, as for instance peas and beans, than in the animal proteins, and this would lead to a certain amount of excretion from the skin which would tend to clear it. Children are given brimstone and treacle when suffering from boils, and women who are troubled with unsightly pimples often take sulphur tablets as a corrective."

A beauty doctor stated that no amount of diet would produce a good complexion without a thorough cleansing of the pores every night. "People may wash their faces," she said, "but they don't clean them. The face is responsible for about 75 per cent. of the bad complexion."

Of a more stupendous fleet in the North Sea, than we ourselves possessed in our day of greatest pride and isolation in the preceding ages. Simultaneously Italy and Austria-Hungary are devoting vast sums to the expansion of their naval forces. In the course of the next nine or ten months these two nations will begin no less than six battleships—vessels as large, as powerful, and with as good a promise of endurance as any we shall possess. Behind these new creations of war will be the armoured ships of the programmes now in hand. We are confronted with a great naval movement in the southern waters of Europe. The Government is pledged to the maintenance of a squadron in the Mediterranean of at least equal strength to one of these two Powers, and it has urged his Dominions to assist in policing this artery of the Empire. We have to consider that not only do the Admiralty's plans give no warrant that the undertaking will be carried into effect, but there is no indication that our life and kin of the great self-governing communities overseas realise the necessity for action. On the one hand, the House of Commons has received an intimation from the Chancellor of the Exchequer that next year he looks for a reduction of naval expenditure; on the other, the Dominions at the Antipodes are busy in the creation of small naval forces of no strategic importance. We may admire the spirit of self-reliance which they are exhibiting and the sacrifices they are making; but do they appreciate—or do we, for that matter, appreciate—what it will mean in time of war we cannot keep open the Mediterranean? We wonder if the Indian authorities or the Government of Egypt have yet come to a realisation of the danger which is ahead in a night. Events in these southern waters are moving rapidly; there is only too strong evidence that the people of the British Empire and the Government of India are not keeping pace with them. The safety of this sea route is not a matter about which the average elector professes much concern, and therefore politicians may feel that they can safely evade it. But unless action is taken, and that action is taken as soon as possible, it will become a matter which the pressure of war will overshadow every other issue. We are at present with a problem that affects our Imperial and commercial interests, and the safety of our Empire, and the comfort of our people, and the safety of our trade, and the safety of our life.

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Weismann's

For CAKES

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For CHOCOLATES

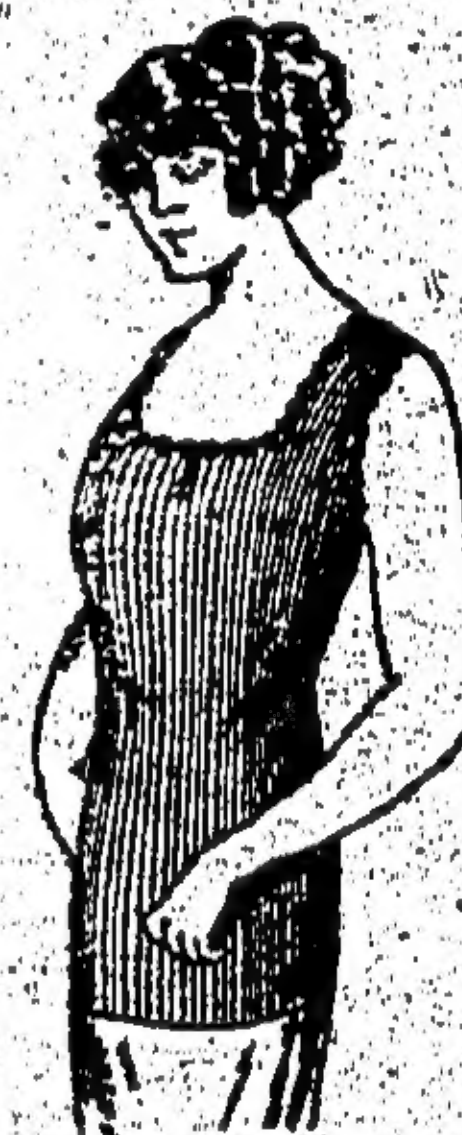
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Merit.

WHEN J. CLIFFORD WILKINSON
DISCOVERED

TANSAN THIRTY YEARS

AGO FEW REALISED THAT IT

WOULD SO SPEEDILY BECOME

WORLD FAMOUS. ITS MERIT ITS

GENUINE HEALTH-GIVING PRO-

PERTIES HAVE GIVEN TANSAN THE

PLACE OF EMINENCE AMONG

TASTE-WATERS IN ALL PARTS

OF THE GLOBE. IT IS INDEED

THE CHOICEST OF ALL BEVER-

AGES.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	VESSELS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAGOYA, & YOKOHAMA	DELTA	17th June	Passage.
SHANGHAI	HIMALAYA	10 a.m. 17th June	Passage.
LONDON, via Suez, Port of Call	DELTA	20th June	Admission.
LONDON & ANTWERP	NELLORE	About 24th June	Passage.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.	Steamship	Departure
EMPERESS OF JAPAN	EMPERESS OF JAPAN	Thursday, June 25.
EMPERESS OF RUSSIA	EMPERESS OF RUSSIA	Wednesday, July 1.
EMPERESS OF INDIA	EMPERESS OF INDIA	Wednesday, July 22.
EMPERESS OF ASIA	EMPERESS OF ASIA	Wednesday, Aug. 5.

Steamships leave HONGKONG at 12.00 Noon.

The EMPERESS OF RUSSIA and EMPERESS OF ASIA are new quadruple screw 11 knot turbine steamers of 18000 tons gross—30,000 tons displacement—the finest, latest and most luxurious on the Pacific. All steamers of the Company's fleet are equipped with the latest wireless apparatus.

Passage Rates, HONGKONG TO LONDON.

Steamship	Optional Atlantic Port	Rate
EMPERESS OF RUSSIA	Optional Atlantic Port	\$71.10.
EMPERESS OF ASIA	Optional Atlantic Port	\$68.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamer of the Pacific Mail S.S. Co. or by Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. full particulars on application to Agents.

Through Passage rates are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pender Street and Prays (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE TOWN, with transshipment to COLUMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong.	Connecting with "KATHIWAR"	From Colombo.
14th June.	Connecting with "KATHIWAR"	17th July.

Excellent accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS"	About 21st of July.
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First Class Accommodation for Passengers.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR NEW YORK.

S.S. MONTROSE, leaving HONGKONG on or about 26th June.

For Freight & further particulars, apply to DODWELL & CO., LTD. Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment to CAPE TOWN, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS from Hongkong.

Steamer from Hongkong.	On or about	Connecting at Calcutta with	On or about
JAPAN	June 18.	"UMHLOI"	9 August.
YATUNG	June 20.		
MA-SANG	June 22.		
ABATUON APCAR	June 24.		

For Freight & further particulars, apply to DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KUMI.

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, and other ports.

S.S. RICHUN MARU, For Japan, Batavia, Cebu, Hongkong, and other ports.

For Freight & further particulars, apply to DODWELL & CO., LTD. Agents.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA, VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamer	Leave Hongkong	Leave Australia
ST. ALBANS	June 18.	June 18.
ST. ALBANS	July 1.	July 1.
ST. ALBANS	July 15.	July 15.

For Freight & further particulars, apply to DODWELL & CO., LTD. Agents.

THE PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons, MANGHURIA 27000 tons, KOREA 18000 tons, SIBERIA 18000 tons, CHINA 10000 tons, NILE 10000 tons, PERSIA 8000 tons.

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Best Comfortable Route to America and Europe.

S.S. MONGOLIA, leaving HONGKONG, 24th June, 1 p.m.

S.S. PERSIA, leaving HONGKONG, 24th June, 1 p.m.

S.S. KOREA, leaving HONGKONG, 24th June, 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Belmont, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Bathing facilities, electric lighting, and a full complement of wireless telegraph.

For further information, rates, itineraries, etc., apply to R. C. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 111.

For San Francisco via Kailung, Shanghai, Nagasaki, Kobe, Yokohama, Shinjima, Yokohama & Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamers.

Displacement.

Leave Hongkong.

NIPPON MARU, 11,000-18 knots, Tuesday, 23rd June.

SHINYO MARU, 22,000-21 knots, Tuesday, 14th July.

OHIO MARU, 22,000-21 knots, Tuesday, 4th August.

TENYO MARU, 22,000-21 knots, Thursday, 27th August.

Steamers via Shanghai will be despatched at NOON.

First Class to London, \$71-10. Return (6 months) \$120.

First Class to New York, \$90.

First Class to San Francisco, \$40.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI, KOBE, YOKOHAMA.

\$120, \$135, \$150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by the steamer of the Pacific Mail S.S. Co. or from VAN COUVER by the steamer of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Rio, Manzanillo, Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Displacement.

Tons & Speed.

Sailing.

ANYO MARU, 18,500-15 knots, from Nagasaki 2nd July.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent.

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL.

For SHANGHAI, KOBE and ATLANTIC.

To SAIL.

29th June.

12th July.

30th June at 1 p.m.

14th July at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

RE-LOADING on the Co's Steamers at Colon for GUATEMALA, HONOLULU and AUCKLAND.

At Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via Rome and Sicilian Ports and vice-versa delivered here.

For further particulars apply to P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA, VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamer

Leave Hongkong

Leave Australia

ST. ALBANS

June 18.

June 18.

ST. ALBANS

July 1.

July 1.

ST. ALBANS

July 15.

July 15.

ST. ALBANS

August 1.

August 1.

ST. ALBANS

August 15.

August 15.

ST. ALBANS

August 29.

August 29.

ST. ALBANS

September 12.

September 12.

ST. ALBANS

September 26.

September 26.

ST. ALBANS

October 10.

October 10.

ST. ALBANS

October 24.

October 24.

ST. ALBANS

November 7.

November 7.

ST. ALBANS

November 21.

November 21.

ST. ALBANS

December 5.

December 5.

ST. ALBANS

December 19.

December 19.

ST. ALBANS

January 2.

January 2.

ST. ALBANS

January 16.

January 16.

ST. ALBANS

January 30.

January 30.

ST. ALBANS

February 13.

February 13.

ST. ALBANS

February 27.

February 27.

ST. ALBANS

March 13.

March 13.

ST. ALBANS

March 27.

March 27.

ST. ALBANS

April 10.

April 10.

ST. ALBANS

April 24.

April 24.

ST. ALBANS

May 8.

May 8.

ST. ALBANS

May 22.

May 22.

ST. ALBANS

June 5.

June 5.

ST. ALBANS

June 19.

June 19.

ST. ALBANS

July 3.

July 3.

ST. ALBANS

July 17.

July 17.

ST. ALBANS

July 31.

July 31.

ST. ALBANS

August 14.

August 14.

ST. ALBANS

August 28.

August 28.

ST. ALBANS

September 11.

September 11.

ST. ALBANS

September 25.

September 25.

ST. ALBANS

October 9.

October 9.

ST. ALBANS

October 23.

October 23.

ST. ALBANS

November 6.

November 6.

ST. ALBANS

November 20.

November 20.

ST. ALBANS

December 4.

December 4.

ST. ALBANS

December 18.

December 18.

ST. ALBANS

December 31.

December 31.

ST. AL

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave Yokohama	Leave Colon	Leave Suez	Leave Aden	Leave Mombasa	Leave Zanzibar	Leave Dar es Salaam	Leave Tanganyika	Leave Nairobi	Leave Mombasa	Leave Zanzibar	Leave Dar es Salaam	Leave Tanganyika	Leave Nairobi	Leave Mombasa	Leave Zanzibar	Leave Dar es Salaam	Leave Tanganyika	Leave Nairobi
June 11	DRIFT	June 16	June 20	June 24	June 28	July 2	July 6	July 10	July 14	July 18	July 22	July 26	July 30	Aug. 3	Aug. 7	Aug. 11	Aug. 15	Aug. 19	Aug. 23
June 18	HIMALAYA	June 23	June 27	July 1	July 5	July 9	July 13	July 17	July 21	July 25	July 29	Aug. 2	Aug. 6	Aug. 10	Aug. 14	Aug. 18	Aug. 22	Aug. 26	Aug. 30
June 25	ASSAYR	July 1	July 5	July 9	July 13	July 17	July 21	July 25	July 29	Aug. 2	Aug. 6	Aug. 10	Aug. 14	Aug. 18	Aug. 22	Aug. 26	Aug. 30	Sept. 3	Sept. 7
July 2	DRIFT	July 7	July 11	July 15	July 19	July 23	July 27	Aug. 1	Aug. 5	Aug. 9	Aug. 13	Aug. 17	Aug. 21	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Sept. 10	Sept. 14
July 9	ASSAYR	July 14	July 18	July 22	July 26	July 30	Aug. 3	Aug. 7	Aug. 11	Aug. 15	Aug. 19	Aug. 23	Aug. 27	Aug. 31	Sept. 4	Sept. 8	Sept. 12	Sept. 16	Sept. 20
July 16	HIMALAYA	July 21	July 25	July 29	Aug. 2	Aug. 6	Aug. 10	Aug. 14	Aug. 18	Aug. 22	Aug. 26	Aug. 30	Sept. 3	Sept. 7	Sept. 11	Sept. 15	Sept. 19	Sept. 23	Sept. 27
July 23	ASSAYR	July 28	Aug. 1	Aug. 5	Aug. 9	Aug. 13	Aug. 17	Aug. 21	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Sept. 10	Sept. 14	Sept. 18	Sept. 22	Sept. 26	Sept. 30	Oct. 4
Aug. 30	HIMALAYA	Sept. 4	Sept. 8	Sept. 12	Sept. 16	Sept. 20	Sept. 24	Sept. 28	Oct. 2	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Oct. 22	Oct. 26	Oct. 30	Nov. 3	Nov. 7	Nov. 11
Sept. 6	ASSAYR	Sept. 11	Sept. 15	Sept. 19	Sept. 23	Sept. 27	Oct. 1	Oct. 5	Oct. 9	Oct. 13	Oct. 17	Oct. 21	Oct. 25	Oct. 29	Nov. 2	Nov. 6	Nov. 10	Nov. 14	Nov. 18
Sept. 13	HIMALAYA	Sept. 18	Sept. 22	Sept. 26	Sept. 30	Oct. 4	Oct. 8	Oct. 12	Oct. 16	Oct. 20	Oct. 24	Oct. 28	Nov. 1	Nov. 5	Nov. 9	Nov. 13	Nov. 17	Nov. 21	Nov. 25
Sept. 20	ASSAYR	Sept. 25	Sept. 29	Oct. 3	Oct. 7	Oct. 11	Oct. 15	Oct. 19	Oct. 23	Oct. 27	Nov. 1	Nov. 5	Nov. 9	Nov. 13	Nov. 17	Nov. 21	Nov. 25	Nov. 29	Dec. 3
Sept. 27	HIMALAYA	Oct. 2	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Oct. 22	Oct. 26	Oct. 30	Nov. 3	Nov. 7	Nov. 11	Nov. 15	Nov. 19	Nov. 23	Nov. 27	Dec. 1	Dec. 5	Dec. 9
Oct. 4	ASSAYR	Oct. 9	Oct. 13	Oct. 17	Oct. 21	Oct. 25	Oct. 29	Nov. 2	Nov. 6	Nov. 10	Nov. 14	Nov. 18	Nov. 22	Nov. 26	Nov. 30	Dec. 4	Dec. 8	Dec. 12	Dec. 16

THE ATTENTION OF PASSENGERS IS DRAWN TO THE Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.35 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

Steamer	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave
1st SALOON	"A"	Accommodation	SINGLE	281	RETURN	527														
2nd SALOON	"B"	Accommodation	SINGLE	244	RETURN	459														
3rd SALOON	"C"	Accommodation	SINGLE	240	RETURN	450														
4th SALOON	"D"	Accommodation	SINGLE	231	RETURN	431														
5th SALOON	"E"	Accommodation	SINGLE	235	RETURN	435														
6th SALOON	"F"	Accommodation	SINGLE	242	RETURN	452														
7th SALOON	"G"	Accommodation	SINGLE	238	RETURN	438														

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamer	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave
June 11	DRIFT	June 16	June 20	June 24	June 28	July 2	July 6	July 10	July 14	July 18	July 22	July 26	July 30	Aug. 3	Aug. 7	Aug. 11	Aug. 15	Aug. 19	Aug. 23	Aug. 27
June 18	HIMALAYA	June 23	June 27	July 1	July 5	July 9	July 13	July 17	July 21	July 25	July 29	Aug. 2	Aug. 6	Aug. 10	Aug. 14	Aug. 18	Aug. 22	Aug. 26	Aug. 30	Sept. 3
June 25	ASSAYR	July 1	July 5	July 9	July 13	July 17	July 21	July 25	July 29	Aug. 2	Aug. 6	Aug. 10	Aug. 14	Aug. 18	Aug. 22	Aug. 26	Aug. 30	Sept. 3	Sept. 7	Sept. 11
July 2	DRIFT	July 7	July 11	July 15	July 19	July 23	July 27	Aug. 1	Aug. 5	Aug. 9	Aug. 13	Aug. 17	Aug. 21	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Sept. 10	Sept. 14	Sept. 18
July 9	ASSAYR	July 14	July 18	July 22	July 26	July 30	Aug. 3	Aug. 7	Aug. 11	Aug. 15	Aug. 19	Aug. 23	Aug. 27	Aug. 31	Sept. 4	Sept. 8	Sept. 12	Sept. 16	Sept. 20	Sept. 24
July 16	HIMALAYA	July 21	July 25	July 29	Aug. 2	Aug. 6	Aug. 10	Aug. 14	Aug. 18	Aug. 22	Aug. 26	Aug. 30	Sept. 3	Sept. 7	Sept. 11	Sept. 15	Sept. 19	Sept. 23	Sept. 27	Sept. 31
July 23	ASSAYR	July 28	Aug. 1	Aug. 5	Aug. 9	Aug. 13	Aug. 17	Aug. 21	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Sept. 10	Sept. 14	Sept. 18	Sept. 22	Sept. 26	Sept. 30	Oct. 4	Oct. 8
Aug. 30	HIMALAYA	Sept. 4	Sept. 8	Sept. 12	Sept. 16	Sept. 20	Sept. 24	Sept. 28	Oct. 2	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Oct. 22	Oct. 26	Oct. 30	Nov. 3	Nov. 7	Nov. 11	Nov. 15
Sept. 6	ASSAYR	Sept. 11	Sept. 15	Sept. 19	Sept. 23	Sept. 27	Oct. 1	Oct. 5	Oct. 9	Oct. 13	Oct. 17	Oct. 21	Oct. 25	Oct. 29	Nov. 2	Nov. 6	Nov. 10	Nov. 14	Nov. 18	Nov. 22
Sept. 13	HIMALAYA	Sept. 18	Sept. 22	Sept. 26	Sept. 30	Oct. 4	Oct. 8	Oct. 12	Oct. 16	Oct. 20	Oct. 24	Oct. 28	Nov. 1	Nov. 5	Nov. 9	Nov. 13	Nov. 17	Nov. 21	Nov. 25	Nov. 29
Sept. 20	ASSAYR	Sept. 25	Sept. 29	Oct. 3	Oct. 7	Oct. 11	Oct. 15	Oct. 19	Oct. 23	Oct. 27	Nov. 1	Nov. 5	Nov. 9	Nov. 13	Nov. 17	Nov. 21	Nov. 25	Nov. 29	Dec. 3	Dec. 7
Sept. 27	HIMALAYA	Oct. 2	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Oct. 22	Oct. 26	Oct. 30	Nov. 3	Nov. 7	Nov. 11	Nov. 15	Nov. 19	Nov. 23	Nov. 27	Dec. 1	Dec. 5	Dec. 9	Dec. 13
Oct. 4	ASSAYR	Oct. 9	Oct. 13	Oct. 17	Oct. 21	Oct. 25	Oct. 29	Nov. 2	Nov. 6	Nov. 10	Nov. 14	Nov. 18	Nov. 22	Nov. 26	Nov. 30	Dec. 4	Dec. 8	Dec. 12	Dec. 16	Dec. 20

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

1st SALOON 280 SINGLE 275 RETURN
2nd SALOON 235 SINGLE 230 RETURN
3rd SALOON 230 SINGLE 225 RETURN
4th SALOON 225 SINGLE 220 RETURN
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STEAMERS PASSED SUEZ CANAL.

May 28, *Bluenstein*, Polyphema, Germany, Mediterranean, 10 days.
May 29, *Ajar*, Himalaya, Syria, India, 10 days.
June 2, *Benarich*, Benarich, Korea, Japan, 10 days.
June 5, *Bayer*, Bayer, Korea, Japan, 10 days.
June 8, *Bayer*, Bayer, Korea, Japan, 10 days.
June 12, *Belgravia*, Belgravia, India, 10 days.
June 15, *Bengal*, Bengal, India, 10 days.
June 18, *Bengal*, Bengal, India, 10 days.
June 21, *Bengal*, Bengal, India, 10 days.
June 24, *Bengal*, Bengal, India, 10 days.
June 27, *Bengal*, Bengal, India, 10 days.

STEAMERS EXPECTED.

The N. D. L. s.s. *Klein* carrying the German Mail, will arrive from Berlin on the 15th June, and leave for the 16th June, and is expected here on or about Wednesday, the 24th June.
The C. P. R. Co. s.s. *Monteagle* arrived at Kobe at 6 a.m., on the 14th June, and left at midnight, and is expected here on or about Wednesday, the 24th June.
The C. P. R. Co. s.s. *Empress of India* left Yokohama between 2 and 4 p.m. on the 15th June.

The C. P. R. Co. s.s. *Empress of India* arrived at Nagasaki at 1.30 p.m. on the 14th June, and left at noon on the 15th June, due to arrive at Kobe at 1 p.m. on the 16th June.

The C. P. R. Co. s.s. *Empress of Russia* left Vancouver on the 11th June.

The N. D. L. s.s. *Derfingier* which left here on Thursday, the 11th June, at 2 p.m., arrived at Shanghai on Sunday, the 14th June, at 1 a.m.

The F. O. S. N. Co. s.s. *Nile* is expected to arrive at Colombo on the 24th June, at noon.

The N. D. L. s.s. *Prinz Ludwig* which left here on Thursday, the 11th June, arrived at Singapore on Monday, the 15th June, at 6 p.m.

The C. P. R. Co. s.s. *Empress of Japan* arrived at Shanghai at 6.30 a.m. on the 15th June, and left at 2 p.m. on the same day, due to arrive at Hongkong at 7 a.m. on the 16th June.

The B. I. S. N. Co. s.s. *Torilis* sailed from Calcutta on the 14th June, and may be expected here on or about the 24th June.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

JUNE 16, 1914.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Ytostock	7 a.	29.80	58	100	SE	2	c
Nemuro	7 a.	29.80	58	100	SE	2	c
Hakodate	7 a.	29.80	58	100	SE	2	c
Tokio	7 a.	29.80	58	100	SE	2	c
Koehi	7 a.	29.80	58	100	SE	2	c
Nagasaki	7 a.	29.80	58	100	SE	2	c
Yokohama	7 a.	29.80	58	100	SE	2	c
Osaka	7 a.	29.80	58	100	SE	2	c
Naha	7 a.	29.80	58	100	SE	2	c
Labiama	7 a.	29.80	58	100	SE	2	c
Honolulu	7 a.	29.80	58	100	SE	2	c
Whale	7 a.	29.80	58	100	SE	2	c
Shanghai	7 a.	29.80	58	100	SE	2	c
Amoy	7 a.	29.80	58	100	SE	2	c
Swatow	7 a.	29.80	58	100	SE	2	c
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Swatow	7 a.	29.80	58	100	SE	2	c
Shanghai	7 a.	29.80	58	100	SE	2	c
Amoy	7 a.	29.80	58	100	SE	2	c
Swatow	7 a.	29.80	58	100	SE	2	c
Shanghai	7 a.	29.80	58	100	SE	2	c
Amoy	7 a.	29.80	58	100	SE	2	c
Swatow	7 a.	29.80	58	100	SE	2	c
Shanghai	7 a.						